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S. J. Todd, Sec. W. A. Galbratth, H.P.

OEUR DE LION COMMANDERY, No. 9.—
Stated conciave upon second Monday night
of each menth; meetings for drill upon Friday
night of each week, at Hall in Masonic Temple.
S. J. Todd, Rec. E. Bolli, E.C. I. O. O. F.

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NOTARY PUBLIC.

Office at the East Tennessee National Bank.

The Daily Chronicle.

[Entered at the Post-Office at Knoxville, Ten-

FRIDAY, NOV. 5, 1880

THE leading editorial in one of our morning cotemporaries, in its issue of yesterday, was in bad taste his party, and resorting to the tactics and displayed a contemptible spirit, of grog-shop politics, he gave his sancthat is not shared by the more re- forgery. It is no excuse to say that spectable portion of the democratic He was wholly unfit for his position party in this city. It is the utter- if he did not know that every such ance of a weak mind, and a pharisaical assumption of superiority not warranted by the policy or the expressions of that paper. It is a painful attempt at irony, by which painful attempt at irony, by which aluming in a public state and that as an honorable man he could not adopt it until he had taken pains to verify it. Happily grog-shop political methods always recoil, and the utterers of studies in a canvass are surely made to suffer. Mr. Abram S. Hewitt also, aluming in a public state in the could not adopt it until he had taken pains to verify it. the writer hoped to make Messrs. Chinese letter attributed to Gener-Reeder and McLemore, reprosenta-tives elect to the legislature, appear sightest doubt of its authenticity, I as totally unworthy of the confidence manifested in them by the people of Knox and Anderson counties, as shown by their oversternained..........Any one who is familiar with my handwriting will instantly whelming majorities received on with my handwriting will instantly see that the letter is spurious." We do not envy Mr. Hewitt's position.

friends. To the masses of the party we give credit for honesty and patriotism. We do not believe that they ever approved the campaign of filth and slander inaugurated by the more unscrupulous and disreputable the greater the light, the purer the leaders of the party. They did not character it has disclosed. endorse the dirty attack made upon GOOD NEWS FOR KNOXVILLE Gen. Garfield by democratic newspapers, stumpspeakers and street. loafers. Nor do we believe that they endorse the dirty fling at our representatives elected to the legislature. It is, to say the least, in most execrable taste, and can excite only a feeling of contempt.

CHEERING NEWS.

We publish, in another column, already to Livingston. Now it is announced that that company will begin building a road from Livingston to Knoxville at once. way connections with Knoxville the present year.

There is a road owned by Knoxville the present year.

There is a road owned by Knoxville to people and known as the Knoxville to Ohio road, now in operation from Knoxville to Construit, a point some forty certainty. The connection is a certainty, and it now appears that it will he made at an early day. Of its great importance it is unnecessary for us to speak. It is recognized by every one who thinks, even casually. It will give us direct communication with the northwest. It will develope a section of country rich in mineral resources. It will result in opening connection with North and South Carolina system of railroads. To carry out this plan, it is learned this morning, is the object of the two proposed extensions, the

of railroads, and give us a short route to the Atlantic seaboard. It will stimulate every branch of instructions and commerce, and will be the beginning of a new era of prosperity in this section. It will give one of the Kentucy Central, the other of the Louisville and Mashville, Then, too, ex-Senator Gordon, of Georgia, has been here for two days in consultation with Senator Pendleton, of the Kentucky Central. Mr. Gordon is closely connected with the Western and Atlantic road, which is the only outlet of the Cincinnati Southern from Chattanooga to the southeast. perity in this section. It will give east. manufacturing enterprises in Knoxville and throughout East Tennessee an impetus they have never had, and will open up new markets for

our agricultural products. most encouraging. The signs of the times all point to a "boom" in business affairs that is substantial and permanent. Without some unforeseen obstruction in the pathway controlled in part at least by the Louisville and Nashville. Thus this new line will of the American people they will practically control the outlet of the Southern road to the advantage of its own new line from Cincinnati, and will reach the systems of North and South Carolina by the road whose co-operation it gains by the connection at Carevilla north of Knoxhave in any decade in the history of the republic. Railway lines will be extend rapidly and will penetrate every section. The one of which we speak will be followed by others, and if Knoxville should become a great railroad center no one need be surprised. The possibilities of the near future were never so encouraging to the good people of our time. beloved East Tennessee.

AFTER THE ELECTION.

The following from Harper's Weekly contains some wholesome truth handsomely expressed:

Simultaneously with the issue of this paper the result of the presiden-ual election will be known. The campaign has been intensely personal, egdate; and in the October republican by the Louisville and Nashville?" mes there was undoubtedly a tion with the attempt to stain the course they will have a voice in the msa character of a man who has impressed agement."

"Will this road, then, be a rival of the And for this resson: it is an exact counterpart the country as peculiarly upright, able "Will this road, then, be a rival of the And for this resson: it is an exact counterpart the country as peculiarly upright, able "Will this road, then, be a rival of the country as peculiarly upright, able to the country as peculiarly upright. character of a man, who has impressed the country as peculiarly upright, able and intelligent. Despite all the calumny showered upon him, there is probably no man, democrat or republican, who would have hesitated to make General Garfield a trustee of properly interests. But the exigencies of a political canvass required them to declare that he was a dishoust man. as president or as senator, General this road might be an injury. But if the Garfield will continue to be among object is the development of business in the mot eminent and efficient of this city, it will be a benefit,

American statesmen. The last week of a Presidential canvass is tue most humiliating week for the country of all the four years. Look out for lies about this time," is the inscription that is written all over

poses, had been rolling in the mire, would doubtless take a bath, put on clean linen, and resume the feelings and manners of gentiemen. Nothing shows the force of party fury more plainly than the fact that honorabe men are swept away to the wildest words and conduct. Mr. W. H. Barnum, for instance, is a senator of the United States, and the chairman of the national democratic committee. He is officially bound to be governed by the feeling of a gentleman, and to allow none but honorable methods. But he was apparently martered by all the bummers and pot-watlopers of disclosure upon the eve of election is presumptively false, and that as an We have no disposition to say ble to a partisan, but it may be bought unpleasant things to our democratic at much too high a price. Without principles without policy

> A Louisville and Cincinnati Connection a Certainty.

(From the Cincinnati Times-Star.) The Cincinnati Times-Star publishes the following interesting developments: Cincinnati seems likely to have another through line to the south, and that, too, to be tendered her free of cost by a road controlled by a rival city. Recently the owners of the Kentucky Central made a trip from Lexington to London, Ky., with the view of extending the line to the

The Louisville & Nashville has a line

It is to Careyville that the Louisville &

It is supposed that part of the plain is to connect the Western and Atlantic with this new line from Cincinnati, so as to control the Cincinnati Southern more effectually. From Knozville there is a road running Medicine. mearly south and connecting with the Western and Atlantic, just east of Cha ta-The outlook for the future is complete rival of the Southern road, run-DR. HOLMAN'S Pap is no gue s-work remedy-no feeble imitative experiment-no purioined hodge-podge of some inventor's idea; it is the Original pour yery important point (Knoxville) that the Southern does not reach, and tapping the great artery between Chattanooga and the Southern system at a point below where the Cincinnati Southern reaches it. The Western and Atlantic is understood to be controlled in part at least by the Louisville and Nashville. Thus this new line will practically control the outlet of the Southern and to the advantage of its annual practically control the outlet of the Southern and to the advantage of its annual practically control the outlet of the Southern and to the advantage of its annual practically control the outlet of the Southern southern from the southern reaches in the southern contents of the southern co connection at Careyville, north of Knoz-

understood there, the only question being bow much the new line would injure the prospects of the Southern. A visit to Mr. Eliott Pendleton, of the Kentucky Central, elicited from him the through line would surely be built, and that Cincinnati msy expect a new through line to the southeast within a comparitively short

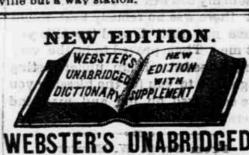
Mr. Pendleton, in conversation regard-ing the proposed new line, admitted that the Lentucky Central was to become a portion of a system which would prove a new and direct line from Cincinnati to the south.

"We expect to construct our road," he said, "to the line of the Louisville and Nashville, and I understand that they propose to build their line to Careyville, From that point there is a road in operation to Knoxville. This line is owned by Knoxville people, who also own a line running southwest from Knoxville, which can with comparatively small expense be extended to connect with North and South Carolina systems.'

"No; they are not buying these lines, but large element of disgust and indigna- as they construct a part of the road of

declare that he was a dishonest man. country not heretofore open to us. Of that imputation, whatever the result, course, if the Southern road was built for will cease after election, and, whether the mere amount of money it will carn,

At the Southern railroad office Mr. Clement said there could be no doubt that the movement meant a new line to the south. What the effect would be on the Southern road he could not yet say. Cin-cinnati business it would, of course, help. Mr. Ingails, of the C., I., St. L. & U., week, wished that it were over, and said, with reason, that after election certain persons who, for party purimportant point to that system and Louise will but a were station.



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and Nashville. Thus this new line will practically control the outlet of the Southern road to the advantage of its own new line from Cincinnatt, and will reach the systems of North and South Carolina by the road whose co-operation it gains by the connection at Careyville, north of Knozville.

A Times-Star man set cut this morning to investigate the matter. He found considerable excitement and some symptoms of alarm in southern railroad circles.

The situation seemed to be thoroughly understood there, the only question being how much the new line would injure the prospects of the Southern. A visit to Mr. Eliott Pendleton, of the Kentucky Center of the Southern and some symptoms and circles.

Eliott Pendleton, of the Kentucky Center of the Southern and some symptoms and southern and some symptoms are connected as the side of the Southern and Liver, as well as Malarial Hood-Poisoning.

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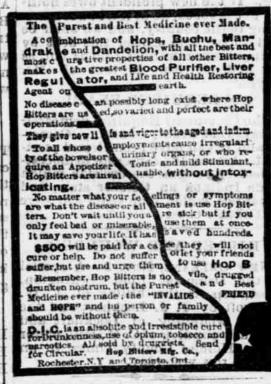
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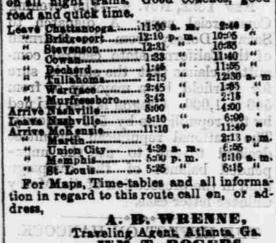


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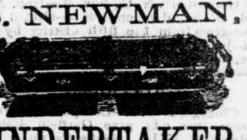


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